ORDINANCE OF THE MINISTER OF FOREIGN TRADE AND MARITIME ECONOMY
of 25 June 1979
on Health and Safety at Work on Merchant Marine Ships

Pursuant to Art. 55(2) of the Act of 28 April 1952 on Work on Polish Merchant Marine Ships Engaged in International Service (*Dziennik Ustaw* 1952 No. 25, Item 171; 1954 No. 37, Item 160 and 1958 No. 68, Item 338) and Art. 208 § 2 of the Labour Code Act of 26 June 1974 (*Dz. U.* 1974 No. 24, Item 141 and 1975 No. 16, Item 91) it is resolved as follows:

SECTION 1
General provisions
Chapter 1
Introductory provisions

§ 1. This Ordinance sets out the requirements concerning health and safety at work applicable to merchant marine ships and research ships.

§ 2. 1. The provisions of this Ordinance, subject to Sec. 2 and 3 below, shall apply to ships used to carry passengers and cargo, marine research ships, deep sea fishing vessels and ships used to exploit other marine resources (‘ships’).

2. In respect of ships with gross tonnage below 200 RT the provisions of this Ordinance shall only apply to the extent agreed with the appropriate bodies of the State Labour Inspectorate and the State Sanitary Inspectorate.

3. The provisions of this Ordinance shall not apply to coastwise ships, ships designed for towing or sea rescue ships, ships designed for rescuing assets sunk in sea or for economic activity other than that referred to in Sec. 1.

§ 3. For the purposes of this Ordinance:

1) ‘supervision’ shall mean activities undertaken directly with a view to ensure safety of a crew member performing work under special hazard conditions, particularly steps aimed at immediately providing them with necessary aid; a crew member responsible for exercising such supervision shall be appointed by the appropriate officer,
2) ‘technical supervision’ shall mean periodical checks of working order of used machinery and equipment conducted by appropriate services,
3) ‘storm’ shall mean conditions posing particular threats to safety of work on a ship, especially strong rolls and sweeping of the deck with sea water,
4) ‘workplace’ shall mean the place where a crew member or port employee is constantly present when performing specific work on the ship,
5) ‘work at height’ shall mean work performed by an employee present at a place located higher than one metre from a fixed surface.

§ 4. In the event of a failure or the need to provide aid to another ship or persons in danger the shipmaster may order that particular provisions of this Ordinance be waived.

§ 5. 1. Each crew member shall undergo training in health and safety at work on ships, which shall be attested by an appropriate document.

2. Training devoted to health and safety at work designed for ship crews shall be provided in accordance with special regulations.

3. Each new crew member, each member transferred from another ship and each member starting to perform a new function shall, prior to being allowed to work at the new workplace,

be instructed, in accordance with special provisions, by the appropriate service manager about the rules of health and safety at work applicable to a given ship and workplace.

§ 6. Where the ship carries dangerous cargo or new work technology has been introduced that poses a threat to the crew's health or life, the shipowner shall draw up and deliver to the shipmaster detailed conduct procedures approved by the Labour Inspectorate and the State Sanitary Inspectorate.

Chapter 2

Common provisions

Work mechanisms and tools

§ 7. 1. All guards and safety devices fitted to mechanisms and machinery on ships shall be maintained in working order.

2. No guards or safety devices shall be removed and no mechanisms or machinery shall be repaired while operating.

§ 8. 1. All warning and information notices shall be in Polish and where necessary also in English.

2. All data plates, name plates, warning or explanatory notices, etc., shall be kept clean and readable.

§ 9. 1. Where during a sea journey any machinery or tools are damaged, they shall be repaired or taken out of use, and kept at a place designated for the purpose, and shall be marked with a notice warning against their use.

2. All equipment, mechanisms and control-and-measuring devices shall be maintained in working order. Dials and protective glasses of control-and-measuring devices shall be maintained in a condition enabling their readings to be taken.

3. All damaged equipment and tools which for technical reasons cannot be removed from their sites shall be secured and provided with warning notices prohibiting their use.

4. After completion of the trip all damaged equipment and tools shall be taken for repair or removed from the ship.

§ 10. 1. Machinery, technical equipment and utility appliances shall be operated in accordance with special regulations and user's manuals, taking account of health and safety at work requirements.

2. A crew member operating a given device shall be familiar with its user's manual.

3. The duty to make user's manuals available and to check whether crew members are familiar with them shall rest with heads of individual ship sections.

§ 11. 1. Manual tools, power driven tools and auxiliary lifting tools shall be tested before use.

2. Tools with signs of damage and tools that are unsuitable for a given task shall not be used.

Dangerous materials

§ 12. 1. Dangerous materials and materials harmful to health that are used on the ship shall be kept in packaging clearly labelled with its content and bearing appropriate warning notices.

2. Materials referred to in Sec. 1 shall be protected against external conditions that may cause poisonous compounds to be given off, ignition, explosion, spillage, evaporation or dusting, and shall be stored in separate, well-ventilated rooms.

3. A box or locker for explosives shall bear a permanent notice identifying its content and a warning notice.

4. A box or locker for explosives shall be locked when the ship is in port and before the ship leaves the port it shall be opened, checked and then sealed; the officer of the watch shall make an appropriate entry in the ship's log.

5. The principles of handling poisonous materials are set forth in special regulations.

6. Only crew members familiar with the principles of safe handling of dangerous materials may be given access to them.

7. Work involving dangerous materials shall be performed under supervision.

Transport and cargo handling equipment

§ 13. 1. The maximum working loads (MWL) of cargo handling and communication equipment, other machinery and equipment used to handle or store loads shall not be exceeded.

2. No persons shall be lifted or lowered using cargo handling equipment.

3. No crew members shall be carried to land, from land to the ship, or between ships using the ship's rescue or transport equipment in ports in which safer means of transport can be used.

4. Manual lifting and carrying of things are subject to special regulations.

5. Horizontal and vertical transport of dangerous materials and things weighing over 100 kg shall occur under supervision.

§ 14. 1. Ropes and equipment used for load lifting shall be inspected for safety prior to every use by an officer or boatswain.

2. Fibre ropes, lifting slings and mooring lines made from them with broken plaits, cuts, frays, unwoven strands or lays, rot, internal wear between lays or a distinct narrowing shall be immediately withdrawn from use.

3. Steel wire ropes, lifting slings and mooring lines made from them shall be immediately withdrawn from use if:

1) over a rope length equal to eight times its diameter the number of visible broken wires amounts to 10% or more of the total number of wires in the rope,
2) there are signs of significant wear and tear, corrosion, torn strands or other damage.

4. Lifting slings made from chains shall be immediately withdrawn from use if:

1) wear and tear of a chain link bar exceeds 20% of its original diameter,
2) chain links are deformed or have other visible signs of damage.

5. Ropes with various strengths shall not be connected with one another by plaiting, tying, welding, soldering, etc.

6. Damaged cargo handling accessories shall be stored separately, in a way preventing its use prior to repair.

§ 15. 1. The minimum factor of safety for lifting slings made from ropes or chains are as follows:

1) for hanging or supporting loads without binding them:
   a) fibre slings 6.0;
   b) steel wire rope slings with plaited nooses 6.0;

c) steel wire slings with socket-tightened nooses 5.0;
d) chain slings 5.0.

The factors of safety given in Sec. a) and b) above may be reduced down to 5.0 if the maximum working load of the sling amounts to more than 20 tonnes,

2) for hanging loads with simultaneous binding:
a) fibre rope slings 8.0;
b) steel wire rope slings 7.0;
c) chain slings 6.0.

The factors of safety given in Sec. a) and b) may be reduced by 1.0 if the maximum working load of the sling amounts to less than 20 tonnes.

2. Where chain slings are used at temperatures below –20°C, the maximum working load is reduced by 50%.

3. The factor of safety for fibre and steel wire ropes used for hanging devices on which people perform work shall be at least 10.0 if the relevant standards do not provide otherwise; use of chains in such cases shall be prohibited.

4. For purposes of determining the maximum working load of a multi-legged sling it shall be assumed that only two sling legs operate.

5. The maximum working load of a two- or multi-legged sling shall depend on the apex angle, measured diagonally between the legs and shall amount to:
1) angle 45° – 90%,
2) angle 90° – 70%,
3) angle 120° – 50%

of the maximum working load of the sling in the vertical arrangement. The angle of flare between the legs shall not exceed 120°.

§ 16. No uncertified ropes, chains or cargo handling accessories shall be taken on board the ship.

§ 17. All materials and accessories for mooring or transport shall be stored in appropriate stores or lockers. Materials and accessories to be used on board shall be secured in place at designated locations.

§ 18. Cargo handling equipment, components and handles for lifting loads shall be subject to technical supervision.

§ 19. Special disassembly handles on the ship’s fixed structural components, load-bearing rails and eyes to which hoists are tied, clasps for assembling scaffolds, ladders and shelves shall be marked with MWL data.

§ 20. Fairleads and semi-fairleads as well as blocks and drums for winding ropes shall be maintained so that they turn easily.

§ 21. No damaged, twisted or knotted ropes or lines shall be used.

Overside work and work at height

§ 22. 1. Overside work shall be managed and supervised by a boatswain or the person designated by him.

2. Personnel working at height shall wear a safety harness and their work shall be supervised. A special observer shall be designated for the duration of work, who shall warn persons on the deck, if need be, of any additional risks to them.

3. If work at height is to be done whilst the ship is underway the shipmaster or the first officer shall make a decision to adjust the ship’s course or reduce its speed if necessary.

4. Small items of equipment used for service and maintenance, especially done overside, at height and in holds, as well as small items of equipment and products for cleaning and disinfecting holds shall be lowered and hoisted in containers or bags designated for the purpose. Such containers or bags shall be made in such a way that they can be hung or fastened.

5. Containers and bags shall not be hung or fastened using sharp hooks, bent nails or other devices not designed for the purpose.

6. No overside work shall be done whilst the ship is underway.

7. Crew members performing overside work over the water shall wear a safety harness or a safety vest, or – if not available – a life jacket.

8. Crew members performing overside work over the quay, pier or pontoon shall wear a safety harness.

§ 23. 1. Overside work shall only be performed using special-purpose equipment, especially boatswain's chairs, boats, working pontoons (rafts).

2. Use of working pontoons on which a scaffold is erected shall be in line with the manufacturer's instructions.

3. All overside equipment and accessories shall be inspected by the boatswain prior to each use.

4. Where work is done overside lifebuoys with a heaving line shall be kept nearby ready for use, with at least one of them in the water.

5. No appliances for work at height shall be hung on cargo handling equipment.

6. Work at height shall not be done by crew members with medical contraindications against it.

7. Where a scaffold needs to be erected for work at height, the section head shall determine how it is to be done and shall examine the scaffold prior to work.

§ 24. 1. Before crew members enter a ship's hold an officer shall check the technical condition of the ladders.

2. Boatswain's chairs shall comply with the relevant standards in force.

3. Boatswain's chairs shall be kept in a designated location, in a manner preventing them from damage.

§ 25. 1. Crew members working on rafts, pontoons or boats shall wear safety vests or – if not available – life jackets. Whether a life jacket needs to be worn shall be decided by the crew member exercising supervision.

2. Rescue and working boats as well as appliances for their lowering and lifting shall be operated in accordance with the manufacturer's instructions.

§ 26. 1. After work at height is completed the crew member exercising supervision shall check whether all previously brought tools and accessories have been taken away.

2. The ship may return to its previous course or increase its speed only when all work has been completed and all crew members have returned on board.

Work during storm

§ 27. Prior to leaving port all things on board the ship shall be secured in place.

§ 28. 1. After a storm has been announced all portholes shall be closed and safety ropes along the necessary passageways, along staircases and companionways shall be rigged.

2. No work shall be performed on open decks during a storm unless damage endangering the ship must be repaired.

3. Deck work and communication between ships during a storm may only occur with the shipmaster's consent.

4. Direct supervision over the safety of crew members working in storm conditions apart from usual watch keeping and being on duty shall be exercised by the section head, whose duties shall include in particular:

1) examining the conditions of the intended work,
2) discussing with the crew the way in which the work is to be performed,
3) checking crew members' protection prior to work commencement,
4) procuring that the working area is prepared and secured,
5) supervising work progress and managing work in a way ensuring crew members' safety.

5. The following steps shall be taken in particular when organising work on open decks in storm conditions:

1) reduction of the ship's speed or change in its course so that as little water as possible washes over the deck,
2) provision of additional safety measures in the working area if necessary,
3) ensuring that crew members working on deck wear safety harnesses and safety vests or – if not available – life jackets,
4) keeping lifebuoys near the working area, ready to be thrown at any time,
5) arranging supervision in such a way that each crew member working on deck is seen by the designated observer,
6) ensuring that crew members working on deck are warned of any approaching danger.

6. The ship may return to its previous course or increase its speed only when all work has been completed and all crew members have returned on board.

Overhaul and maintenance work

§ 29. Overhaul and maintenance work may only be done with the section head's consent.

§ 30.1. The section head shall determine the way in which equipment and mechanisms are to be overhauled; such work shall be supervised by an officer.

2. The locations at which overhaul work is carried out shall be, if possible, fenced off from the rest of the room.

3. Locations at which overhaul work is done shall be marked with 'Overhaul work' notices.

§ 31. 1. Preparation of paints using solvents that are dangerous or harmful to health, and preparation and application of products that have the same properties and are designed for cleaning or disinfecting rooms or equipment shall be done under supervision, using appropriate safety precautions and at properly ventilated locations.

2. No flammable liquids shall be used in confined spaces, not equipped with an appropriate ventilation system.

§ 32. 1. No person shall enter a hold, engine crankcases, the shaft alley, tanks, cofferdams and other similar rooms without the consent of the officer on duty (the officer of the watch) and without supervision.

2. The consent to enter rooms referred to in Sec. 1 above may only be granted after ensuring that the air in such rooms does not contain any substances harmful to health in concentrations higher than the permissible concentration and that it contains enough oxygen. If the ship cannot be equipped with equipment for determining the degree of risk, entry to such rooms shall only be possible while wearing appropriate personal protection equipment and clothing.

§ 33. 1. Before commencing overhaul, maintenance, cleaning or ordering of a room in which air may be polluted with substances poisonous or harmful to health steps shall be taken to remove or neutralise such contamination.

2. Where the requirements set out in Sec. 1 above cannot be met, crew members shall work using appropriate personal protection equipment and clothing.

3. Work in the conditions referred to in Sec. 1 and 2 above shall be done under supervision.

4. All openings created by removing floor plates, hatch covers, etc. shall immediately be fenced off or secured in another manner.

5. Where overhaul or maintenance work is done on an openwork platform tarpaulins shall be rigged under the platform.

§ 34. 1. No repair shall be done whilst the machine or equipment is operating. If in order to adjust or overhaul a mechanism a protective shield must be removed such work shall only be performed under supervision of an officer.

2. Machinery and equipment may only be repaired after the engine has been stopped, the start-up equipment is marked with a notice ‘Repair – do not switch on’ and other steps preventing the engine from being switched on are taken.

3. Prior to commencing repair of a device driven with an electric engine the engine shall be cut off from power supply by removing fuses in the switchgear box or cutting off power, and the notice ‘Do not switch on’ shall be placed on the fuse box and on the switch. Such work shall be done by an electrician or the person responsible for the ship’s electrical equipment.

4. Electrical installation equipment shall be repaired after power is switched off and the switch is prevented from being accidentally turned on.

5. Machinery and equipment shall be repaired by employees designated by an engineer officer and holding appropriate qualifications, in particular regarding operation of electrical equipment.

§ 35. 1. Machinery and equipment shall be checked every day by qualified persons, designated by section heads.

2. Machinery and equipment shall be inspected at times provided for in the technical documentation of such machinery and equipment. Inspection findings shall be recorded in the inspection log.

3. Damaged machinery or equipment shall be stopped immediately and the notice ‘Failure – do not operate’ shall be placed on them.

4. Repaired machinery or equipment shall be placed in service by persons responsible for their working order.

§ 36. 1. No spray painting shall be done involving lead, arsenic or mercury compounds, or the following solvents: petrol containing tetraethyl lead, carbon disulfide, carbon tetrachloride or other chlorinated hydrocarbons.

2. No cleansing of mechanism parts with products that may result in self-ignition or that emit noxious gases or vapors, and no coating of boiler parts with heat resistant paint before they are sufficiently cooled down shall be done.

3. No other work shall take place in the parts of rooms or at locations where spray painting is done.

4. No spray painting shall be done with flammable or explosive substances in rooms in which an electrical engine, an internal combustion engine, or equipment significantly raising temperature or generating sparks is run or if an open fire source is to be found in it.

5. The condition of an anti-slip coating on metal decks covered with anti-flip paint shall be checked at least once a month. Coatings whose anti-slip properties have significantly deteriorated shall be renovated immediately.

6. Flammable and volatile paints and solvents may only be kept in working areas in closed metal containers, in quantities not exceeding the demand, which shall be established by an officer.

7. Empty paint or solvent containers shall be immediately removed from working areas.

§ 37. All overhaul work on pressurized devices shall only take place if the pressure is lowered down to the atmospheric pressure and the temperature goes down to 50°C. Such work shall only be performed under an officer’s supervision.

§ 38. 1. At least once every 12 months a measurement of insulation of the power supply system and electrical devices shall be taken and documented with a report.

2. First aid guidelines regarding aid to be provided in the event of an electric shock shall be posted at the main switchgear box, in the electrical workshop and in a generally accessible corridor.

3. Whilst work is done near electrical devices that can cause mechanical damage to them, pouring of water or other liquid on such devices, they shall be protected adequately.

4. Use of fuse links that are repairable or unsuitable for a given device is prohibited.

5. Persons without appropriate qualifications shall not adjust overvoltage safety devices and shall not make any modifications to the ship’s electrical installation.

6. Only measuring or control equipment shall be used to determine and to measure voltage.

7. Unauthorised persons shall not enter main or auxiliary switchgear rooms.

Maintenance of workplaces and transport routes in proper condition

§ 39. 1. Before work is commenced workplaces shall be prepared appropriately.

2. Decks and workplaces shall be maintained clean and in order.

3. Passageways to rooms, particularly corridors and staircases, shall not be obstructed with objects or cargo, and shall be kept clean. Carpets and runners shall adhere to the floor and shall not slip on it.

4. During snow precipitation or black ice periods snow and ice shall be immediately removed from workplaces, and decks, stairs, platforms and traps shall be sprinkled with anti-slip products.

5. Floors, platforms and other passageways shall be maintained in working order.

6. Boards, floors and platforms shall be permanently fixed to the structure, kept clean and dry. All oils, other liquids and lubricants spilled on the floor shall be immediately removed.

§ 40. 1. After each use movable ship furnishings shall be stowed away at the designated location and secured against movement.

2. No wood shavings, wood waste and other unnecessary flammable materials shall be collected in working rooms.

§ 41. Surfaces susceptible to breaking shall only be glazed with glass that does not produce sharp elements when broken.

§ 42. 1. Workplaces shall be lit in accordance with the applicable standards.

2. Each crew member on watch or duty shall be equipped with an electric torch light.

§ 43. Convenient communication links shall be provided between distant, cooperating workplaces.

SECTION 2
Detailed provisions
Chapter 1
Deck section

Gangways and ladders

§ 44. 1. Before appliances for leaving the ship and returning from the shore or another ship is used the officer on duty shall check the condition of such appliances and accessories. Boarding equipment in a state jeopardizing safety shall not be used.

2. A gangway with people on it shall not be lowered or raised.

3. Boarding equipment and its access area shall be lit from dusk to dawn in a way not impeding navigation of other ships and a lifebuoy with a light and a heaving line and a boat hook shall be kept near the gangway.

4. If the gangway is used for movement between ships or if the ship is at the wharf a protective net of appropriate size shall be rigged under the gangway. In its upper section the net shall be fastened with thin steel wire ropes to prevent rodents from reaching the ship.

5. No portable or pilot ladders shall be used for embarking or disembarking between the ship and the quay.

§ 45. 1. Two-way traffic on the gangway shall be prohibited, except in the case of gangways with a width of over 0.8 m designed for such traffic.

2. No loads heavier than 50 kg shall be carried using the gangway.

3. Whilst loads are carried over the gangway no persons not involved in the activity shall be present on the gangway.

4. No loads shall be rolled over the gangway and no loads shall be lifted on the gangway by means of its hoisting machinery.

5. Gangways shall not be subjected to loads in excess of their maximum working loads. On the gangway side surface there shall be a notice clearly stating its maximum safe loading and the number of persons that may be present on the gangway at any one time.

§ 46. 1. Where no permanent gangways can be used between ships or between a ship and a dolphin the shipmaster shall decide what safe means of transport shall be used.

2. When using pilot ladders a safety harness or belt attached to a lifeline shall be worn. A person using the ladder shall be protected and observed from the deck.

3. If a pilot ladder is used as a permanent means of embarkation and disembarkation between ships at sea a safety net of appropriate size shall be rigged under it.

4. Persons climbing a pilot ladder shall have both hands free.

5. At the inboard end of a pilot ladder a convenient grip for the hands shall be provided.

§ 47. 1. A pilot ladder shall be secured in position in a way ensuring full safety of its users.

2. Only one person may use a pilot ladder at any one time.

§ 48. 1. Portable ladders shall comply with the applicable standards.

2. No work shall take place on ladders not secured against movement or change in position during work or if the ship’s rolls or longitudinal movements exceed 5°.

2. A ladder shall not be used at an angle of inclination greater than 85° and smaller than 60° from the horizontal.

Mooring and anchoring operations

§ 49. 1. Operations related to mooring, anchoring and towing shall be performed under supervision of the person designated by the shipmaster or section head.

2. During mooring or anchoring operations no persons not involved in them shall be present at the operating positions.

3. Mooring equipment and windlasses shall be operated by designated qualified crew members.

4. Prior to mooring operations mooring lines shall be extended over a sufficient distance and laid on the deck.

5. Passing mooring lines with no heaving line is permissible only at distances of up to 2 m.

6. The heaving line shall comply with the applicable standards.

§ 50. 1. Members of the mooring party shall not stand inside a line coil or bight laid on the deck.

2. When releasing a stopper the crew member operating it shall be positioned on the side opposite to the line tightening direction.

3. Stoppers may only be operated by trained crew members.

4. No chain stoppers shall be used with fibre ropes.

§ 51. Crew members of a ship pulling in to shore or pushing off shall not jump from or onto the ship in order to perform mooring operations.

§ 52. 1. The hauling in of a mooring line may only be started after a signal has been given that the line has been properly attached or released and the person handling the line has moved away to a safe position.

2. When hauling the line in, the crew member shall hold the free end of the line at a distance of at least one metre from the drum or the reel of the mooring device and from the bollard if the line is placed around it or from the fairlead if the line goes through it.

3. When hauling the line in by means of a mooring winch, windlass or capstan the line shall be wound around the barrel a sufficient number of times to prevent the line from slipping on the barrel.

4. When the mooring device is operating the operator shall not leave his workplace.

§ 53. The end of a mooring line carried in a boat shall be fastened in a way enabling its quick and easy release.

§ 54. If a mooring line is released from the boat no crew members not involved in the operation shall be present in the parts of the boat in which the line coils are laid.

§ 55. 1. A mooring line carried by a boat shall not be hauled in until it is made fast and the boat moves away from the mooring device.

2. Mooring lines shall not be left on stoppers.

3. Tight artificial fibre ropes placed around drums of mooring winches shall be loosened by reversing the direction of movement of the winch.

4. For mooring and un-mooring of ships, except for tankers, springs made from steel wire ropes shall be used.

§ 56. Crew members operating a windlass shall not leave their position during anchoring operations.

§ 57. 1. Before an anchor is let go the officer managing the operation shall make sure that no vessel is under the anchor or near the place where it is lowered into the water.

2. Before an anchor is let go or raised the windlass shall be tested.

3. Immediately after the operation the fairlead holes shall be covered.

§ 58. Whilst an anchor is being let go no crew members not involved in the operation shall be present in front of the cable drum or in the chain tightening direction.

§ 59. 1. If the ship has no device for automatic stowing of cable in the cable locker it shall be arranged by means of hooks.

2. While tearing an anchor away with ship movement no crew members shall be present in the chain locker.

§ 60. 1. Where an anchor is carried in a boat or boats the anchor shall be lowered and fastened to the boat under personal supervision of an officer.

2. While an anchor is being lowered persons in the boat shall not be under the anchor.

3. When lowering the main anchor individual sags of the loosened anchor cable may only be tied to bars placed on boats after the windlass has been stopped.

4. The anchor cable may only be loosened from the boat through towing blocks, shackles or similar fixtures mounted on the stern.

5. Before casting a kedge anchor or a spare (stream) anchor the anchor cable shall be loosened overboard for a distance exceeding three times the depth at the anchorage site. If the anchor line is replaced by a chain the anchor shall not be cast until the chain is lowered onto the bottom.

Cargo handling operations

§ 61. 1. Hold hatches shall only be covered and uncovered under supervision of the deck officer.

2. If hold or tween deck hatches have coamings lower than 0.75 and the distance between the deck and the hold floor or cargo exceeds 1.5 m such hatches shall be, subject to Sec. 3 below, secured immediately after removing the covers up to a height of at least 0.9 m by setting up barriers or in another way preventing crew members from falling into the hold.

3. On fishing vessels at sea during cargo handling operations between the deck and the hold one side of the hatch may be left not fenced off if cargo handling operations call for such an arrangement.

4. The safety solutions regarding hold and tween deck hatches referred to in Sec. 2 above shall remain in place until cargo handling operations are completed and the hold is covered.

§ 62. 1. Access to tween decks in the hold on which no cargo handling operations are being performed shall be blocked off if the existing technical conditions make it possible, and

in any case a lit notice informing about the prohibition to be present in the hold shall be posted.

2. Where fixed hold access ladders have breaks on tween decks or their individual sections do not follow a straight line, appropriate warning notices shall be posted on the main deck hatch coaming and the hatch edge on every tween deck.

3. The warning notices referred to in Sec. 2 above shall be posted near ladders, shall be permanent, well visible, made using self-shining paint and shall be kept readable.

4. Where tween deck hatches are left open hold access points shall be closed.

5. Refrigerated holds must be capable of being opened from the inside.

§ 63. 1. No person shall walk or be present under a handled load.

2. During cargo handling operations entry into and exit from the hold through its hatch or by means of its access ladders, if they are within the range of the handled cargo, shall be prohibited.

§ 64. Naked flame shall not be used and tobacco shall not be smoked in holds.

§ 65. Hold hatches shall not be covered with tarpaulins if all covers or hatch boards have not been put in place.

§ 66. All cargo placed in holds shall be secured in position.

§ 67. If cargo needs to be moved from a lower deck while a higher tween deck is loaded, access shall be provided to tween deck hatch covers, locations where safety devices have been put on the covers, and locations where tween deck fencing has been erected.

§ 68. Devices securing tween deck hatch covers and appliances used for fencing shall not be covered with cargo and shall remain accessible at all times.

§ 69. 1. Deck cargo shall be secured in position.

2. Deck cargo shall be placed in such a way that it does not obstruct access to hatches, ventilation or measuring openings, fire hydrants, winches, rescue boats and other devices.

3. Where a load occupies the entire width of the passageways on the deck safe passageways for the crew shall be arranged on the upper surface of the cargo. Such passageways shall be properly constructed and fenced off.

§ 70. 1. Operations concerning the covering or uncovering of the hold as well as furling operations, subject to Sec. 2 below, shall be performed when the ship does not move.

2. The operations referred to in Sec. 1 above may be carried out during the ship’s passage on sheltered waters and in conditions not posing any direct threat to crew members’ health or life. Each time a decision regarding the performance of such work shall be made by the shipmaster.

3. The provisions of Sec. 1 and 2 above do not apply to ships used for fishing.

§ 71. 1. Crew members may enter the hold in order to carry out overhaul, maintenance, cleaning or cargo handling operations after the hold has been thoroughly aired and the air in the hold has been checked for the presence of substances noxious or harmful to health.

2. Whilst cargo with dangerous properties is carried the crew members involved in the operations referred to in Sec. 1 shall be under supervision.

3. If possible, holds shall be cleaned using mechanical devices.

4. If a hold may not be cleaned without harmful substances being given off the crew member performing the work shall wear appropriate personal protection equipment and clothing.

5. Entry into tanks used for liquid fuels shall be possible under special regulations.

§ 72. 1. Cargo handling operations performed by crew members shall be organised by an officer.

2. Before handling dust-, fume- or gas-producing substances appropriate technical and organisational measures shall be applied to prevent such substances from penetrating working and staff rooms.

3. Transport of dangerous cargo is subject to special regulations.

§ 73. The shipmasters of ships moored to one another shall decide whether cargo handling operations may be started or must be interrupted, taking into account the atmospheric conditions at the time and the crew members' safety.

§ 74. 1. Walking on hatchway beams located on hatches or on coamings is prohibited.

2. Hold covers shall not be left partially raised on devices used to cover and uncover hatches without securing the covers against falling on their own.

3. After hold covers have been moved or raised they shall be secured against self-induced shifting.

§ 75. 1. After removal, hatch covers and beams shall be placed next to the bulwark, and if they are stacked they shall be interspersed with wood so that they do not fall or part.

2. Between hatch coamings and the storage site of hatch covers and beams there shall be an unobstructed passage at least one metre wide or a safe passageway shall be arranged on the upper surface, as per the requirements set out in § 69(3).

§ 76. If due to cargo handling operations a side barrier has been removed, for the duration of work breaks the area shall be fenced off up to the height of the safety rails using rope or shall be secured in any other manner in order to prevent people from falling overboard.

Chapter 2

Fishing operations

General requirements

§ 77. 1. All operations related to releasing and hauling in the fishing gear shall be performed under supervision of the deck officer and boatswain.

2. During each fishing trip prior to commencing work related to releasing the fishing gear the deck section head shall assign duties and determine the system of communication between individual workplaces.

3. Before fishing starts:

1) the deck and workplaces shall be cleaned by removing unnecessary objects and tools,
2) the condition and operation of central rolls and fairleads, gallow accessories, trawl beams and fishing tool rigging shall be examined,
3) if fishing is to take place at night, workplaces shall be lit.

3. The raising and moving of the fishing gear on the deck shall be subject to the cargo handling provisions.

§ 78. On the working deck of each fishing vessel, in clearly visible and easily accessible locations there shall be tools and equipment for cutting ropes in an emergency.

§ 79. 1. During the operation of a trawl winch crew members not involved in the operation may not be present at the winch operation workplaces.

2. During the operation of a trawl winch no crew member shall sit on or lean against its structural parts, or climb its body.

3. A crew member operating the driving unit of a trawl winch may not leave his workplace until the completion of the release or hauling in of the fishing gear.

4. The line shall not be manually directed to the trawl winch barrel when the winch is in operation.

5. If the line is manually hauled in from the trawl winch barrel the free line end shall be unwound by another crew member or let go overboard if this does not post a risk of the line becoming caught by the ship’s propeller.

§ 80. 1. Trawl beams shall not be raised or lowered before a check is made that crew members have finished work on them, moved away from the trawl gallow and signalled to that effect to the winch operator.

2. When suspending beams the chain shall be slung and not put through beam grab links.

3. Beams shall not be turned, pulled or pushed directly with the hands. Such operations may only be performed using short hooks, clubs, crowbars or other tools.

4. Standing on beams is prohibited.

5. When handling beams the trawl winch drum shall be uncoupled and stopped.

§ 81. 1. When the fishing gear is released or hauled in no person shall:

1) be present near the central rolls or fairleads,

2) walk across or under moving lines,

3) be present in between or near moving lines.

2. A crew member performing work requiring leaning overboard shall wear a safety harness.

3. If trawl warps jump out on the bulwark they shall not be removed until the drums are stopped and the vessel reduces its speed. Lines may be removed with crowbars or special poles.

4. If while trawl warps are being hauled in the fishing gear catches a bottom obstacle and in order to free the ship one or two trawl drums are operated or the rudder and the propeller are operated, then until the release only the crew members directly involved in operating the trawl winch may be present on the working deck.

5. In the event that one of the trawl warps breaks special precautions shall be taken until the fishing gear is completely hauled in. The operations shall be supervised by the shipmaster or first officer.

Side trawling

§ 82. 1. No person shall be present between the working side and a floating cod end or bobbins.

2. No person shall be present under a quarter rope when bobbins are raised and the quarter rope is wound around the winch barrel.

3. No person shall be present near quarter ropes when bobbins are being thrown overboard.

4. Quarter ropes shall be properly coiled immediately after being hauled in.

5. No quarter rope coils shall be placed in the passageway near the trawl winch.

§ 83. 1. Before trawl warps are manually secured in a block the ship shall carry out an appropriate maneuvre to decrease tension of the trawl warps.

2. A crew member flinging a messenger hook on the stern trawl warp shall be supervised by another crew member.

3. No person shall hold the trawl warp when a messenger hook is flung.

4. While trawl warps are being secured with a towing block crew members shall not be present in the stern part of the main deck, except for those securing the warps, who shall work between the gallow and the towing block.

5. After trawl warps are secured in a towing block they shall also be secured with a safety chain or in another manner to ensure that they will not jump out on the bulwark.

6. If warps are secured on a trawl gallow block and they have to be secured with a block on the stern roll the warps shall be replaced after the vessel has reduced its speed.

7. A crew member manually securing trawl warps with a block on a safety rail bollard, stern roll or open chock shall be supervised during the activity.

8. No trawl warps shall be secured with a block before the trawl winch barrel is stopped.

9. Before trawl warps are manually secured with a block the ship shall carry out an appropriate maneuvre to decrease the tension of the warps.

§ 84. 1. When driving in a manually operated towing block the crew member performing the operation shall stand in front of the chain (towards the ship’s bow).

2. No person shall stand below a trawl gallow when trawl warps are being hauled in.

§ 85. 1. When the cod end is hauled in onto the deck no person shall be present under the block through which the warp is placed.

2. The cod end shall be secured with stabilizing cables against swinging and before it is untied it shall be lowered onto the deck.

§ 86. 1. After the reins of a pelagic trawl are accepted by the leading vessel the reins shall immediately be coupled with the trawl warps.

2. The bows of the vessels hauling a trawl shall not be linked with a rope.

Stern trawling

§ 87. 1. While the fishing gear is being released or hauled in, only persons that need to be between the deck breakwaters shall be there until they finish carrying out specific activities. While trawl warps are being hauled in no crew members shall be present on the trawl deck. Access to the trawl deck shall be possible after the winches have been stopped.

2. The fishing tool rigging shall not be adjusted when it is in motion.

3. While the fishing gear is being released the vessel’s stern ramp shall be fenced off, except when the trawl warps are being raised or lowered.

4. Crew members working at the stern ramp shall wear safety vests.

5. No person shall be present on the working deck between the deck breakwaters during the raising or lowering of trawl warps.

6. Towing blocks shall be closed immediately after putting trawl warps in them.

7. No person shall stand between a towing block and the stern ramp when blocks are being opened or closed. On vessels on which the above requirement may not be met because of structural considerations special precautions shall be taken when carrying out such activities.

8. Trawl warps shall not be released when steel elements connecting warps can hit the stern ramp.

9. While trawling, warps shall be secured with chains against changing position.

§ 88. 1. The fishing gear shall be hauled in onto the deck in a manner preventing the fishing gear from slipping on the stern ramp.

2. When the pelagic trawl is hauled in onto the deck the loads shall not be removed from it immediately near the stern ramp.

3. Where a crew member needs to go down to the ramp or the cod end located on the stern ramp, he shall wear a safety vest or a safety harness with two lifelines going through the blocks. The ends of the lines shall be held by the boatswain and an officer.

§ 89. Sizeable fish catches shall be hauled in under supervision of the shipmaster or the first officer.

Chapter 3
Fish processing

§ 90. 1. During fish processing operations the deck and floors shall be washed as needed.

2. Workplaces at which activities can be performed in a sitting position shall be appropriately prepared and equipped.

3. Before commencing work workers shall apply protective cream to their hands.

§ 91. 1. Non-folding knives shall have guards preventing the palm from slipping to the blade.

2. At workplaces at which non-folding knives are used sheaths shall be kept.

3. Unfolded or unsecured knives shall not be carried in pockets.

§ 92. No packaging or containers posing a risk to workers' safety shall be used.

§ 93. 1. Mechanised processing equipment may exclusively be operated by designated trained personnel.

2. Deep-freeze trolleys shall be secured in position by means of mechanical appliances.

Chapter 4
Machinery section

General requirements

§ 94. 1. Manual checking of the temperature of bearings and manual lubrication of movable mechanism components is only permitted in respect of devices in the case of which no other servicing method can be applied for technical reasons.

2. Materials that can self-ignite, particularly industrial cleaning products and oiled rags, shall be kept in closed metal containers and after each watch removed from the engine room.

3. The bilges shall be washed at least once a month.

Bunkering

95. 1. Bunker hatches and lower bolts shall be opened and closed under supervision of the watch engineer. Before entering a bunker it shall be thoroughly aired and the air checked for the presence of dangerous gases.

2. Coal bunkers shall not be entered through holes created by opening lower bunkers.

3. Crew members shall not enter self-trimming bunkers or other bunkers in which coal tips.

4. Coal bunkers shall be permanently and well ventilated.

5. The temperature in coal bunkers shall be checked at least once 24 hours.

§ 96. 1. Before starting to draw liquid fuel the patency of venting pipes shall be checked.

2. Persons not involved in drawing liquid fuel shall not be present near outlets of venting pipes.

3. The fuel intake pipes on decks shall be closed immediately after the bunker pipes are disconnected.

4. The bunker pipe end shall be hung in a way preventing the pipe burdening the connector.

5. In the fuel drawing area means used to clear away and remove fuel leaks shall be prepared.

Engine rooms

§ 97. 1. Overhaul work in a boiler adjacent to an operating boiler may be performed if the water and steam pipes joining the two boilers have been disconnected and closed. Disconnection of boilers by only closing the valves is not permitted.

2. Boiler hatches may only be opened after ensuring that the pressure inside the boiler is equal to the atmospheric pressure and that the boiler is empty.

3. Ash shall be removed from furnaces and collected in the boiler room in a manner not resulting in excessive dusting.

4. Tools for operating furnaces shall be at designated locations in the boiler room and shall be secured in position with rings.

5. Storing or warehousing of any things behind switchgear boxes is prohibited.

6. Access routes to electrical equipment requiring supervision or operation shall not be obstructed with any objects.

7. The main driving engines, auxiliary mechanisms and other engine room machinery shall be dismantled with the consent of the senior (first) engineer and in the presence of the watch engineer or an engineering assistant.

8. Before commencing work on the main engine or shafting the shaft shall be stopped. If the shaft is stopped by switching on the turning engine a notice reading ‘Attention! Turning engine is on!’ shall be posted at the control workplace.

Cold stores

§ 98. 1. Refrigeration equipment manufacture and testing documents as well as user’s manuals shall be kept on board the ship.

2. All data regarding equipment operation, repair or any technical modifications shall be entered in the refrigeration log.

§ 99. 1. Leak tightness of the refrigeration installations shall be checked with indicators (detectors).

2. Leak tightness shall not be checked using the senses of hearing or smell.

§ 100. Naked flame shall not be used and tobacco shall not be smoked in refrigeration engine rooms.

§ 101. The procedures to be followed by crew members in the event that refrigeration equipment has failed and the cooling agent has leaked into the ship’s rooms shall be set out in the emergency guidelines; this is not applicable to food cold stores.

§ 102. 1. Personal protection equipment, products neutralising the effects of the cooling agent and anti-freeze products shall be kept at the entrance to the refrigeration engine room, at an easily accessible location, where they can be used immediately.

2. First aid guidelines shall be posted in a visible place.

Compressed gas cylinders

§ 103. 1. Cylinders with gases compressed, liquefied or dissolved under high pressure may only be handled by properly qualified crew members.

2. Cylinders shall not be thrown, turned over, rolled over, hit with other objects or used for purposes other than those they were designed for.

3. Both filled and empty cylinders shall be protected against atmospheric precipitation, corrosion and contamination, especially with grease, oil and lubricants.

4. Cylinders filled with gases and cylinders emptied of acetylene shall be protected against thermal radiation.

§ 104. 1. The following shall not be allowed on board the ship:

1) cylinders that do not comply with the applicable regulations in terms of construction or state of repair, particularly cylinders with no labels, cylinders whose successive testing date has expired or cylinders displaying signs of leaking valves,

2) cylinders damaged, significantly corroded or greased,

3) cylinders without protective caps.

2. Cylinders made abroad may only be allowed on board if they meet appropriate technical specifications.

3. Cylinders for oxygen or nitrous oxide and their accessories shall not be lubricated or contaminated with lubricants, grease or other substances that catch fire on contact with oxygen or nitrous oxide, and shall not be touched with greasy or oily hands, rags or tools.

§ 105. 1. Gas shall be released from a cylinder into a container with a lower pressure through a reducing valve solely intended for a given gas and marked with an appropriate colour.

2. In a low-pressure chamber a reducing valve, manometer and safety valve shall be set at the highest working pressure of the container into which gas is being released.

§ 106. 1. Cylinders with poisonous gases shall be kept in locked rooms.

2. Cylinders with oxygen and with combustible gases as well as cylinders with gases that combine to make explosive mixtures shall not be kept in the same room.

3. Cylinders shall be kept in ventilated rooms, away from sources of heat and shall be suitably protected against being heated to a temperature higher than +35°C. If the temperature during the journey can exceed +35°C the cylinder filling factor shall be reduced accordingly.

4. Cylinders with technical gases intended for direct use in welding may be kept in the room in which welding takes place if the distance between the cylinders and the torch flame amounts to at least one metre and the conditions set out in Sec. 3 above are met.

§ 107. Cylinders shall be mounted in separate sockets and grips to prevent them from shifting position, particularly when the ship rolls. Both full and empty cylinders shall have tightly closed valves and protective caps in place. An empty cylinder shall be clearly labelled as ‘Empty’.

§ 108. 1. Cylinders containing the cooling agent in an amount not exceeding 20% of the capacity of the cooling system may be kept in the refrigeration engine rooms if they satisfy the requirements set out in § 106(3).

2. The provisions of Sec. 1 above shall not apply to cylinders with ammonia.

3. The cooling agent shall be transferred in accordance with the appropriate guidelines.

§ 109. 1. Cylinders with gases shall be transported using carriers that meet the requirements of the applicable standard.

2. Cylinders shall not be carried on stairs with an inclination greater than 45°

3. In a situation referred to in Sec. 2 cylinders attached to carriers shall be lowered on ropes.

Metal welding and cutting

§ 110. 1. Metal welding and cutting operations shall be performed in accordance with special regulations.

2. Welding outside the welding shop shall only be done with the consent of the heads of the machinery section and of the section in which such work is to be performed.

§ 111. Metal welding and cutting shall only be done by qualified crew members.

§ 112. Welding equipment and accessories, such as: valves, reducing valves, manometers and torches, shall only be repaired by specialist parties.

§ 113. 1. Welding in rooms with no mechanical ventilation shall not be done, subject to Sec. 2 below.

2. If no ventilation can be provided in the welding area, especially in tanks or other confined spaces, the welder and his assistant shall work in masks with a source of fresh air or take other precautions.

3. A container with water for cooling the torch shall be kept near the gas welding site.

§ 114. If welding or cutting is done by means of an electric arc, screens made from a nonflammable material shall be erected to protect crew members not involved in the activity who may be present within the range of harmful radiation.

§ 115. 1. Containers and vessels in which flammable or toxic liquids or gases were kept may only be welded on condition that they have been completely emptied of all gases, liquids and their vapours.

2. Streams of pure oxygen shall not be used to blow through containers and air rooms.

3. During welding the interior of a container or vessel shall be connected with the surrounding atmosphere through open hatches or covers, removed stoppers or otherwise. The provision of § 113(2) shall apply accordingly.

4. When welding or cutting interiors of containers welders and their assistants shall be secured with rope and monitored by other crew members present at the container hatch.

5. Before starting to weld the welder shall test the welding equipment and accessories, and in the case of electrical welding he shall also check whether the welding machine and the welded object are safely earthed.

6. During welding cylinders with technical gases shall be kept in an upright position or at an angle not smaller than 45° from the horizontal and shall be secured against accidental movement, especially when the ship rolls.

7. When welding and cutting metal with a gas flame and an electric arc simultaneously cylinders shall be protected against contact with live equipment.

8. No damaged valves, manometers and torches shall be used.

9. Portable welding pipes shall be protected against excessive heating and mechanical damage.

§ 116. When welding or cutting is done on a scaffold the engineer officer shall verify whether the condition and type of the scaffold as well as the access to the working area comply with the relevant health and safety at work requirements.

Chapter 5
Sanitary and house keeping regulations

General requirements

§ 117. 1. All rooms on the ship shall be maintained clean and their installations – in working order, and shall be regularly inspected.

2. Water used for cleaning in rooms intended for storing food shall only be drawn from the drinking water system.

§ 118. 1. Foodstuffs for general consumption shall not be stored in rooms not designated for the purpose.

2. No tobacco shall be smoked in rooms designated for keeping food or preparing meals.

§ 119. Bedlinen, working clothes, spare kitchen equipment, place setting, products for maintaining personal hygiene and cleanliness in rooms shall be kept in separate store rooms and lockers.

§ 120. 1. Crew members of the hotel section shall be equipped with protective clothing as required in the relevant standards and shall perform work related to meal preparation and serving in clean clothes.

2. Clothes in which rooms are cleaned shall not be used while meals are prepared and served, tables waited on and pantries operated.

§ 121. Persons allowed to work in the food preparation and serving section shall meet, as regards their health and hygiene, the relevant requirements set out in special regulations.

§ 122. Issues related to medical rooms on ships and first aid medicine cabinets are subject to special regulations.

Supply of ships with water

§ 123. 1. Prior to setting off the ship shall be provided with the necessary supply of fresh water, which shall be determined on the basis of:

1) the scheduled duration of the trip in days,
2) the number of crew members and passengers,
3) the daily consumption of water per person, amounting to not less than 100 l, including not less than 30 l of fresh water,
4) the expected capability to replenish the water supply at ports of call or from the ship’s own installation for sea water desalination if the installation is equipped with water mineralisation and disinfection units.

2. In special circumstances, especially when the ship’s presence at sea or an anchorage has been extended, the shipmaster may order that fresh water be rationed. Such decision shall be entered in the ship’s log.

§ 124. 1. The quality of fresh water available on the ship shall satisfy the requirements set out in special regulations.

2. Ships may only draw drinking water from ports’ water supply systems or from water badges holding a certificate of fitness of water for drinking issued by the port’s health authorities.

§ 125. 1. Equipment for drawing water for the ship (pipes, connectors, water meters) shall be kept in good working order and protected against contamination.

2. Prior to connecting the water pipe with the intake pipe of the ship’s tank the water pipe shall be rinsed for three minutes with the hydrant valve completely open.

§ 126. With respect to ships with no equipment for remotely measuring the quantity of drinking water in the tanks the method to be applied to measure such quantity shall be determined by the shipowner in consultation with the state sanitary inspector.

§ 127. The fresh water system pumps, pipes and accessories shall not be used for pumping any other types of water, and fresh water tanks shall not be used for any other purpose.

§ 128. Where the fresh water system has been contaminated, especially as a result of a failure, pump or piping overhaul, the entire drinking water system shall be disinfected in accordance with the applicable sanitary regulations.

§ 129. Maintainance in good working order of the ship’s entire water supply system and equipment for storing and releasing water shall rest with the first engineer.

§ 130. 1. Equipment for water treatment, disinfection and heating shall be operated in line with the user’s manuals.

2. The sea water desalination plant shall not be switched on inshore, in canals or in the high seas in areas evidently contaminated.

§ 131. 1. Swimming pools shall be filled from the washing water system or, in the high seas, with sea water.

2. Water in swimming pools when they are used shall be replaced at least once every 24 hours. If possible, the water shall be replaced with a continuous flow of water.

3. Swimming pools shall be cleaned and disinfected periodically, depending on circumstances, at the request of the ship’s physician or the person responsible for the ship’s medicine cabinet.

Disposal of liquid and solid waste

§ 132. 1. The first engineer shall maintain the system for the disposal of liquid and solid waste in full working order.

2. Untreated faecal waste shall not be discharged directly overboard when the ship is in port or in waters subject to protection against pollution. The disposal of faecal waste during a quarantine is subject to sanitary regulations.

3. The ship’s waste chutes shall be carefully rinsed with water and periodically disinfected.

Heating and ventilation

§ 133. Crew members of the machinery section shall maintain appropriate parameters of the heating agent, depending on the changing temperature of the environment.

§ 134. 1. Crew members of the machinery section shall ensure appropriate air replacement and parameters in the ship’s rooms, as set out in the regulations regarding sanitary and living conditions.

2. The ship’s rooms intended for people not equipped with an air-conditioning system shall have cabin fans.

Protection against electromagnetic fields

§ 135. 1. In areas with an electromagnetic field and after each change in the operating conditions of radio, radar or similar equipment, power density or field intensity shall be measured periodically, as required by special regulations.

2. A statement regarding the results of periodical measurements shall be kept on the ship.

3. The areas in which crew members' presence has been prohibited or restricted because of an electromagnetic field shall be marked in a visible way and the crew shall be informed in detail about the prohibition.

4. Microwave equipment shall be operated in line with special regulations.

Disinfection, disinfestation and rat extermination

§ 136. Ships without an air conditioning system when being in areas threatened with diseases carried by insects shall have openings to all rooms secured with anti-insect nets.

§ 137. 1. For purposes of disinfection or disinfestation the crew shall only use known products, designed for sanitary purposes, in line with the manufacturer's instructions. Disinfection or disinfestation operations shall be managed by the person responsible for the ship's medicine cabinet. Before commencing disinfection or disinfestation, foodstuffs, dishes, table utensils and kitchen equipment shall be removed from the rooms.

2. Following their disinfection or disinfestation, rooms shall be thoroughly aired before they are handed over for use and the surfaces of the objects situated in them shall be rinsed or at least wiped off.

§ 138. After a person suspected of suffering from an infectious disease has been transferred to an isolation room his or her cabin, the objects and things inside it shall be disinfected.

§ 139. After disinfection or disinfestation the protective clothing used during the operation shall be washed with hot water and soap, the overalls aired and a bath taken. All clothes used during such work shall be kept in special lockers. Packaging of the chemicals used for the purpose shall be removed from the ship.

§ 140. All toxic products used for disinfection or disinfestation shall be kept in a separate, ventilated, dry room, not immediately adjacent to the food preparation and serving section, in appropriate packaging labelled 'Toxic' or 'Careful! Harmful products'.

§ 141. 1. When the ship is in port the mooring ropes and cables connecting the ship with the shore shall be provided with anti-rat shields.

2. Locations where rodent poison has been placed shall be marked with warning notices. Uneaten poison and dead rodents shall be collected and burnt. Poison and dead rodents shall not be discarded in port or where the ship is riding at anchor.

3. A decision on using rodent poison may be made and its implementation supervised by the ship's physician or if unavailable – exclusively the shipmaster.

Chapter 6

Personal protection equipment and clothing

§ 142. 1. The ship shall have a supply of personal protection equipment and clothing sufficient to meet all its needs in this respect during the entire trip.

2. Personal protection equipment and clothing shall be stacked at designated places, maintained and secured against moisture and damage.

3. Crew members involved in work exposing them to burning, food poisoning, infection, soaking, freezing, excessive heat radiation or body injury shall wear personal protection equipment and clothing suitable for the type of work and working conditions.

4. Provision of crew members with personal protection equipment and clothing is subject to special regulations.

§ 143. Clothing with parts hanging or sticking out shall not be used whilst operating engines or other mechanical devices with rotating elements.

§ 144. Personal protection equipment shall be periodically inspected and maintained – as recommended by the manufacturer – by crew members designated for the purpose by section heads.

§ 145. Bump caps shall be used during work posing a risk of injury to the head, such as cargo handling operations, work related to releasing or hauling in the fishing gear, overhaul operations on the ship, and in other situations designated by an officer.

§ 146. Dielectric equipment (rubber boots, gloves, runners, platforms) shall be periodically replaced or certified, in line with the applicable regulations, standards and manufacturer's instructions.

SECTION 3

Provisional and final provisions

§ 147. The text of provisions regarding health and safety at work on merchant marine ships shall be provided by shipowners to shipmasters, section heads, staff representatives and independent labour inspectors, who shall make them available to crew members.

§ 148. 1. The Ordinance of the Minister of Navigation of 18 December 1956 on Health and Safety at Work on Polish Ships Engaged in International Service (*Dz. U.* 1957 No. 14, Item 75) ceases to be in force.

2. The provisions of § 130(1), § 132(6), § 133(1), § 156 and 157 of the Ordinance of the Minister of Navigation of 6 September 1967 on Health and Safety at Work at Sea Ports and Inland Ports (*Dz. U.* 1967 No. 39, Item 200 and 1972 No. 7, Item 41) are not applicable to merchant marine and research ships.

§ 149. This Ordinance comes into effect on 1 January 1980.

The Minister of Foreign Trade and Maritime Economy: J. Olszewski